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more southerly, or Virginia routes, a strife which brings us down to the Baltimore and Ohio and Pennsylvania trunk lines of to-day. Volume 6 (Boone's Wilderness Road) gives us "The Pilgrims of the West;" "The First Explorers;" "Annals of the Road;" "Kentucky in the Revolution;" and "At the End of Boone's Road." The last has some admirable passages upon the significance of this ancient highway in the growth of the nation.

Volume 7 is devoted to Portage Paths. Like its predecessors, it is variable in quality, now offering discussions and narratives of absorbing interest, but suffering at times from the defects to which attention has already been called. The remaining volumes will receive notice when the series is complete. A. P. B.

The Geography of Commerce. Spencer Trotter. Size, 5 x 7 1/2. Pp. xxiv+410. 1903. New York: Macmillan.

This book, which is the first of Macmillan's Commercial Series to appear, is composed of a series of sketches of the resources and industries of the various countries of the world.

Part I. Introductory.—The introductory part is composed of four chapters: The Relations of Geography and Commerce, Climate and Commerce, The Forest, and The Man Element in Commerce. This portion of the book is not satisfactory from a logical point of view. In it we find physiology defined to include the "physical environment," yet we are told that "the relation between the physiographic and human elements in commerce is only a phase of utilizing the resources of the earth."

The assertion is made that the Geography of Commerce includes Economic Geography. Nevertheless, *commerce* refers to the purchase and sale and transportation of goods, while *economic* refers to all activities of man in any way connected with wealth. The proper title for a book like that under consideration is Economic Geography, for when, in it, we are considering such facts as that the metals usually occur in combination with some non-metallic element, or that the materials used to enrich the soil may be divided into three groups, or that wheat is a winter annual, etc., etc., we are not studying commerce at all, but certain technical conditions of the extractive industries mining and agriculture.

Perhaps the book contains as complete an exposition of the physical basis of industry as could be expected in a text for secondary schools, considering the plan which has been pursued in the arrangement of material and the endeavour to say something about

every country in the world; yet one cannot help wondering why something was not said about the application of physical and chemical principles in industry. Nor do we find any survey of the effects of world-geography upon trade, except what is included in a couple of paragraphs in the last chapter of the book. The effect of land forms is not indicated, although Ritter and Guyot have given us hints which students of economic geography should develop. So much concerning the mineral products is introduced into the book that it seems as if a concise statement of the theory of the formation of ore deposits could advantageously have been made the basis for developing the distribution and peculiarities of the mineral industries. For similar reasons the various laws of crop yield should have been stated and illustrated and the principles governing the equilibrium of plant and animal life in a region.

We are told in the first chapter that the book "aims to describe commercial life as influenced and determined" by "not only the physical environment, but the human element as well." But on the next page the aim is stated to be "to give an eye (*sic!*) picture of world trade from the viewpoint of physical facts and laws." Which is right? As a matter of fact the human or social element is pretty much neglected throughout the book. The influences arising from mass of population, race, age, and sex, composition of the population, education, religion, language, law, customs, political states and unfavourable or favourable history are rarely referred to. To illustrate, in discussing Italy no mention is made of the extravagant use of funds for military and court purposes and the bungling commercial policy by which the friendship of France was alienated and the agricultural industries of the south were prostrated. In the consideration of Germany only two or three sentences can be found which convey any hint of the remarkable energy and intelligence of the German States and the Empire in furthering industry by State railways and canals, technical education, workmen's insurance, tariffs, ship subsidies and general industrial legislation.

We wish to raise the general question whether the books on commercial geography at present appearing in this country are not, all of them, conveying to students a one-sided conception of industry by dwelling unduly upon the physical influences which condition it and the physical processes involved in it. Commercial geography is bidding for patronage as the introductory discipline in the study of industry. We had far better go back to the problem of popularizing economics for the secondary schools and building

up its subject-matter in the section devoted to the production of wealth than, by becoming infatuated with the idea of a new application of geography, to present a one-sided and partial view of economic phenomena.

Part II. The United States.—Part II, consisting of seven chapters, is devoted to the United States. As the physical seat of an economic society the country is discussed from but one point of view, namely, the influence of physiography; and this is presented in the form of a review of the physiographic regions.

Following this are several chapters, devoted to the extractive industries, in which the material is grouped on the principle of a discussion of the commodities of commerce. Under the heading, "Distribution of Vegetable Products in Relation to Temperature," on page 87, a splendid opportunity was presented for the discussion of the life zones of the United States; but it was not availed of, and even the bibliography does not contain reference to Bulletin 10, "Life Zones and Crop Zones of the United States," published by the Biological Survey of the Department of Agriculture, and which contains a map absolutely indispensable to the proper treatment of the subject. At the close of the same chapter there is a paragraph entitled, "Plants that might be cultivated in the United States." Here we should certainly have had a few words regarding the principles of plant introduction and plant breeding or selection. In this section we find the recommendation that indigo might be cultivated again in the United States, and this in spite of the fact that synthetic indigo is rapidly making a conquest of the market. Nothing is said about the vastly more important introduction of macaroni wheats, and of figs in California and of Kurshu rice in Louisiana.

The treatment passes to the subject of internal commerce, which is presented from the point of view of the physical transportation of goods. The merchandizing function connected with this is ignored. At this point the chief themes are the movement of grain, live stock, cotton, coal, iron, and lumber, and there is inevitably some duplication of the material previously presented. In this chapter there are about six pages devoted to manufactures, and this appears to be all the attention given to this important group of industries.

Finally, there are two chapters treating respectively of colonial and foreign American trade.

Part III, Trade of the Western Hemisphere other than United States ; Part IV, Trade of the Eastern Hemisphere ; Part V, Review

of *World Commerce*. Almost half of the book is devoted to the third and fourth parts, in which the material is arranged by countries and grand divisions. The treatment partakes of the same tone and character as that for the United States. It is manifestly impossible to get beneath the surface of things in a discussion of the industries of all countries in a space of 200 pages.

A word should be said, in conclusion, on the bibliographies and topical questions inserted after each chapter. They give evidence of much careful work, and increase not a little the value of the book. Perhaps the references to public documents are not particular enough. Yeates is given too much credit, for his name constantly appears under the double stars indicating special preference. In the reviewer's opinion Yeates' books are highly unsystematic and, to a degree, superficial; they are charged with undigested trade statistics and other like data, which for most of the volumes are now out of date. In the bibliographies devoted to the United States, there should, by all means, be reference to that mine of information edited by C. M. Depew under the title "One Hundred Years of American Commerce" (2 vols.); and also to the elegantly written "United States of America" (2 vols.), edited by N. S. Shaler.

E. D. J.

NEW MAPS.

STATISTICAL ATLAS OF THE UNITED STATES.—The Statistical Atlas of the United States for the Twelfth Census has been issued by the Census Office. It is a quarto, much more convenient to handle than the folio atlas of the Eleventh Census, and contains 207 plates and hundreds of maps and diagrams, all given to the topics—Population, Vital Statistics, Agriculture, and Manufactures. The maps and diagrams are accompanied by explanatory letterpress. The atlas, prepared under the supervision of Mr. Henry Gannett, has appeared with unusual promptness. It was six years after the completion of the Eleventh Census before the accompanying atlas was published. The colored maps and charts are in the best style of the cartographic art. The work is unique in its completeness and convenience. The admirable economic maps, issued by the German Government, are scattered through its quarterly statistical publication, and are therefore less convenient for reference than the maps brought together under one cover in our atlas. It may be obtained from the "Superintendent of Public Documents, Washington, D. C.," for \$4.

GEOGRAPHIC AND POLITICAL CHANGES ON THE MAPS.—Hachette & Co., Paris, have published the thirteenth number of *L'Année Cartographique*, containing three map sheets, with text explanatory of the most important geographical and political changes on the maps in 1900–1902. The Asian sheet shows the routes and discoveries of Dr. Sven Hedin in Central Asia and the first hypsometric map of Indo-China based upon material supplied by the Pavie Mission, the Indo-China Geographic Service and many itineraries. A South Polar map, giving the discoveries of the